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"Trains represent the future and not the past in transportation in America"--President Carter, 1979.

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JULY 1980
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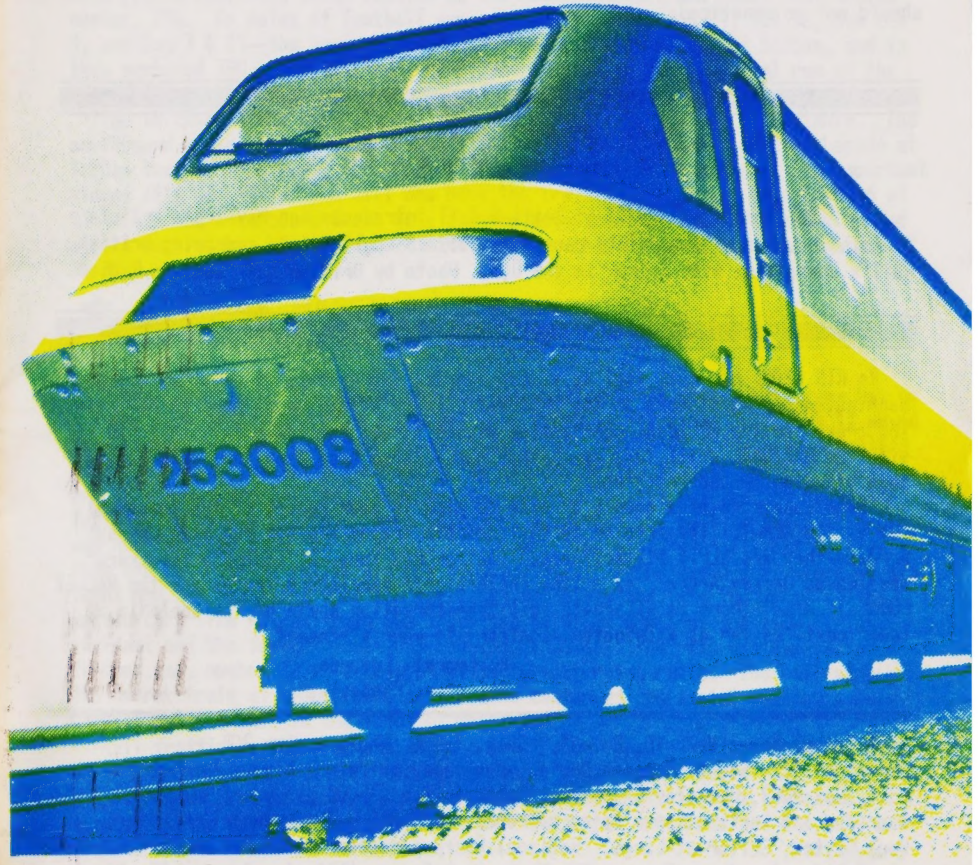
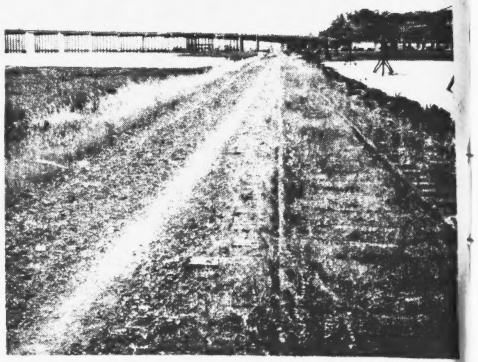


LETTERS

The enclosed photo was taken at Richardson Bay (Marin County, California) between Mill Valley and Sausalito in May, 1980. It shows the Northwestern Pacific tracks, which once carried trains, both steam and electric, north from Sausalito. Note the extended tie under the rail in the photo. This track carried four electric trains to Mill Valley, Fairfax, San Rafael, and Tiburon about every half hour, and, I believe, a day steam train and a night steam mail train to Eureka (I have taken them both). There were sleeping cars to Arcata and Fort Bragg. On Sundays there were frequent steam trains to Guerneville and Duncans Mills, not so frequent during the week.



We shall need this line again some day and a return to electrification. It should not go unnoticed.

John Morris
Sacramento, California

ON THE COVER

The High Speed Train (HST) of British Rail introduces Ken Maylath's article in this issue reporting on his recent travels in England, and comparing British Rail's operations with Amtrak in the U.S. Photo by British Rail Western Region.

Re RTN #205: How much fuel is wasted running two diesels under wires between Washington and Harrisburg on the BROADWAY? There should be no need to re-train the crews for the BROADWAY combination at 30th Street Philadelphia. They did it with the NATIONAL until last year--they had a large crew then too, with half of them standing around watching.

There appear to be a couple of nits to pick in your report of the inaugural run of the AEM-7. The Trenton to Philadelphia trains are not run with Jersey Arrows--they are SEPTA Silverliners. (Amtrak New York-Philadelphia "clockers" use leased Jersey Arrows, as do the Philadelphia-Harrisburg trains and the VALLEY FORGE.) Also, there is alternate rail transportation south of Philadelphia at lower cost, as far as Wilmington, contrary to your statement.

E. Everett Edwards
Abington, Pennsylvania

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Published twice monthly by Message Media, P. O. Box 9007, Berkeley CA 94709. Subscription $15.00 per year; single copy 65¢. Overseas and institutional rates on request. STAFF: James Russell, Editor. Paul Rayton, Editor-at-Large. Regional Correspondents: Peter Putnam Bretz, Southern California; James Feeney, New York; Jack Ferry, Illinois; Adron Hall, Mississippi; Kenneth Maylath, Maryland; Peter Roehm, Massachusetts.

★ AUGUST BRINGS NEW AMTRAK SERVICES

The month of August brings three new train services to the Amtrak system. With the August 3 timetable reprinting, the Portland-Eugene OR twice-daily train the WILLAMETTE VALLEY was beginning operation, as was the extension of the Chicago-Detroit SAINT CLAIR to Toledo. The latter train keeps its former train numbers, 352-353, but has its name changed to the LAKE CITIES. The third new service is the Chicago-Peoria PRAIRIE MARKSMAN, trains 311-312, with a startup date of Aug 10 after an Aug 8 special inaugural run.

Amtrak issued new timetables for the August changeover, with schedules effective Aug 3 thru Oct 25. The schedules of the above new trains are listed in the new systemwide timetable, but at the time it went to press the Peoria service startup date was not yet finalized, and so it is not given in the timetable. The coming Chicago-Indianapolis HOOSIER STATE, trains 317-318, are listed in the timetable as starting operation on Oct 1. However, an Amtrak spokesman said that that date is only a target date, and as of now the precise beginning date is not yet set.

The WILLAMETTE VALLEY is numbered 751 and 753 for the two southbound runs, and 752 for the afternoon northbound run. The early morning northbound departure from Eugene continues on to Seattle as the MOUNT RAINIER, and takes that train's number, 796. On dates of football games in Seattle--Sep 7 & 21, Oct 12, Nov 2 & 9, and Dec 7 & 21--the train leaves Eugene earlier than usual, at 5:35am, and is then numbered 790. RTN will have complete coverage of the inaugural run of the WILLAMETTE VALLEY in the next issue. That run was scheduled for Aug 2.

The INTER-AMERICAN gets a major schedule change with the Aug 3 timetable. The southbound train now leaves Chicago at 5:20pm instead of 11am, reaching Laredo at 1:20am instead of 6:50pm, and Houston at 10:35pm instead of 3:45pm. The important midway city of Little Rock will now have the train arriving at 5:46am instead of 11:11pm. The northbound train gets a minor adjustment of about 5 minutes at end points but reaches Little Rock 20 minutes later than before,at 12:52am instead of 12:32.

★ AMTRAK PASSENGER KILLED IN FREAK CORRIDOR ACCIDENT

Amtrak train 225, the southbound New York-Philadelphia QUAKER CITY, was hit by a loose rail protruding from a Conrail work train at 6:38pm on July 9 as it moved thru Linden NJ. One passenger on the 6-car train of Jersey Arrow self-propelled cars was killed instantly when struck by the end of the 32-foot section of rail and 19 others were injured, three of them critically. It was the 15th passenger fatality in Amtrak history. Some observers said that the rail on the work train was not fastened down, as it should have been. The piece of rail that shifted into the path of the Amtrak train struck the first Jersey Arrow car, piercing its front end and traveling thru the car along the aisle and into the front of the second car. The Amtrak train was traveling at about 60mph at the time of the accident and the freight train was running at 35mph. The rail was carried on a flatbed car, number 32 in a consist of 35 cars carrying rails. The rail struck the Amtrak train at floor level at the dead center of the train, cutting a hole about 4 by 15 inches in the front of the train.

Rail traffic in the area was stopped until about 9pm. Uninjured passengers were transferred to another train. The Conrail train was stopped at Elizabeth NJ and impounded pending an investigation. The engineer of the work train was not aware that the accident had happened until the Amtrak train radioed for help and dispatchers informed the work train.

RAIL CANADA

FALL SCHEDULE CHANGES for VIA's Maritime services, to take effect Sep 29, were announced on July 25. Train 14, the OCEAN, will leave Montreal at 9pm and reach Halifax at 7pm; westbound, train 15 leaves Halifax at 1:25pm, reaching Montreal at 9:15am. The eastbound ATLANTIC, train 12, leaves Montreal at 6:30pm, reaching Halifax at 3:55pm, while the westbound train leaves Halifax at 11:20am and arrives Montreal at 7am. In the Sydney-Halifax service, departures from Sydney are at 6:30am and 11:20am, reaching Halifax at 1:50pm and 7pm respectively; Halifax departures are at 1:25pm and 5pm, reaching Sydney at 9pm and 12:30am respectively. Halifax-Saint John train schedules are: leave Halifax at 5pm, arrive Saint John at 11:30pm; leave Saint John at 4:15pm, arrive Halifax at 10:50pm.

VIA said that the new schedules improve the intercity service, with the early morning departure from Sydney arriving in Halifax at 1:50pm, and the return journey, departing Halifax at 5pm, makes same-day return service possible for passengers east of Truro. The intercity service from Sydney also provides connections at Truro with both the ATLANTIC and OCEAN westbound for Montreal. The schedule also features an earlier departure of the OCEAN eastbound from Montreal, making possible a connection with this train at Truro for passengers destined to eastern Nova Scotia and Cape Breton. There will continue to be a connection at Truro with the ATLANTIC eastbound, VIA said. The rail corporation also noted that the new intercity service from Halifax to Moncton and Saint John will respond to public demand for an evening service between those centers, and is expected to prove extremely popular. In the reverse direction,VIA's intercity service from Saint John to Moncton and Halifax will continue to provide an evening service to Nova Scotia.

VIA RAIL CANADA'S Chairman-President Frank Roberts addressed delegates to the annual meeting of the National Railway Historical Society in Toronto on July 25, and said that in the face of an imminent automobile fuel shortage there is a critical need for non-political planning in the public transportation sector. Bureaucratic devotion to transportation "master plans" and the governments' preoccupation with highways and air systems is crippling Canada's ability to develop an affordable public transportation network, Roberts said. He noted that transportation master plans have little hope of being successfully implemented, and he suggested that the integration of public transportation modes should be undertaken on an individual transportation corridor basis. "While talk of such a (master) plan might carry weight at the political or bureaucratic level, it breaks down at the regional and local levels where the dollars and cents are counted and where there is a tendency to disregard master plans on the grounds that they do not take practical problems of a local nature into account. We suggest that (public transportation reorganization) should most logically be tackled on a corridor-by-corridor basis. Not by means of a master plan which is too complex to develop, but on a contracted basis whereby the number of interested parties is minimized and practical regional problems are better understood." In the face of a major energy and inflation crisis, Roberts called for a non-partisan approach to public transportation planning.

BRITISH COLUMBIA TRANSPORTATION Minister Alex Fraser has admitted that the "Princess Marguerite" may have to be reinstated on the Victoria-Seattle run in 1981 because of the poor showing of its replacement vessel. Loads are only about half of last year's. Letters of support for the return of the "Marguerite" would be appreciated, sent to: Letters to the Editor, Victoria Times, 2621 Douglas St., Victoria, B.C., Canada.

THE CANADIAN PACIFIC has received another one-year exemption on the installation

of holding tanks on its "Princess Patricia" Alaska cruise ship. The ship has been moved to Centennial Pier in Vancouver.

VIA'S CENTRAL RESERVATIONS Office in Toronto loses too many calls. Below is a tally of lost calls at that office between 7am and 10pm in recent months:

APRIL: 24, 3785; 25, 1819; 28, 2398. MAY: 1, 1715; 4, 621; 8, 1486; 9, 1273; 10, 1131; 11, 619; 12, 2576; 15, 2861; 17, 1557; 18, 664; 22, 1655; 24, 273; 25, 154; 26, 1060; 29, 585; 30, 1121; 31, 452. JUNE: 1, 72; 2, 1357*; 5, 830; 8, 449; 14, 974; 15, 530; 16, 2962; 18, 1084; 21, 3932; 22, 1005; 24, 2665; 26, 3068; 27, 3049; 28, 2451; 29, 1043; 30, 1371. JULY: 3, 2107; 4, 2548; 5, 941; 6, 640; 7, 3145; 10, 2461; 11, 2140; 13, 904*; 14, 3515; 17, 2683; 18, 2147; 19, 2165; 20, 291; 24, 2099*; 25, 1946; 26, 1616. *Partial listing for this day due to machine problems. A correspondent notes that there has been a continual stream of complaints published in Ontario newspapers since the new reservations system went operational in March (see Quotes of the Week, p. 17). Says the correspondent: "During the many years I have spent in railway service I have never seen a worse mess. The system recently installed is inadequate for railway use, however suitable it may be for airlines. The problems in the Toronto CRO are horrendous--managers being relieved of duty, poor morale, lack of proper training."

URBAN-SUBURBAN TRANSIT

THE "TIJUANA TROLLEY" has been the nickname for the $86 million light rail system being built to run between San Diego CA and the Mexican border. Now the official name San Diego Trolley has been adopted. Tracks are being laid in downtown San Diego to connect with the San Diego & Arizona Eastern Railway right of way that was earlier purchased from Southern Pacific for the line's use. The 16-mile line to San Ysidro at the border is expected to open in the summer of 1981. Running time, with 11 stops, is estimated at 33 minutes, at an average speed of 35-40mph.

HIGH FUEL CONSUMPTION of three jet ferries owned by Golden Gate Transit in San Francisco has led the transit district to consider either selling them or converting them to diesel operation.

SAN FRANCISCO COMMUTE line was taken over by the state from SP July 1, and on Aug 1 the fare discounts subsidized by Santa Clara and San Mateo Counties were discontinued, resulting in a 30% fare increase. Santa Clara kept its discount for trips solely within the county, however. The counties claimed they could not afford to maintain the discounts while subsidizing the overall service as they must under the new public ownership.

THE BERKELEY FERRY, between Berkeley and San Francisco CA, is the subject of another attempted revival as operation starts again on Aug 6, this time with a new boat operator--the Blue and Gold Fleet which operates from Pier 39 in San Francisco.

URBAN MASS TRANSIT gets $4.68 billion in the DOT budget passed by the House on July 31 and sent to the Senate. The total transportation bill is $12 billion.

HOUSTON IS URGING its Metropolitan Transit Authority to build a heavy rail system between downtown Houston and the southwest part of the city. The MTA Board will decide in August what alternative to choose and then to seek federal funding. The Houston Chamber of Commerce decided that a heavy system, similar to BART, would be the best bet in the long run, even at the cost of inconvenience in subway construction.

NORTH WESTERN STATION in Chicago is the only one of the city's stations that has so far survived in its original form. Now critics are arguing that plans to build an office highrise atop it will turn the station into another "Union Station fiasco". A move to have the city declare the building an historical landmark have so far been unsuccessful. One official remarks that the building will be a "disaster".

HST SPELLS "FAST"

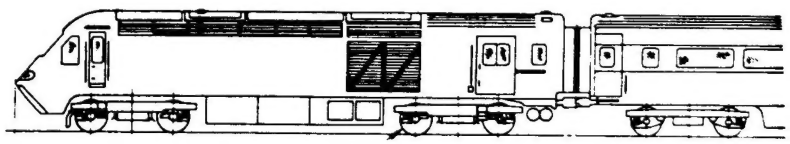
by Ken Maylath

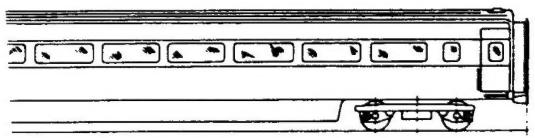
It's said that American rail supporters are often provincial when it comes to trains. They aren't much interested in what's happening outside the U.S. and perhaps Canada. Sometimes a look to more distant places can be useful, and can serve as a preview of things to come here in the U.S.

So it is with high-speed rail service. In various countries today 100mph and higher speeds are a reality. Britain is one of the leaders, and sets an interesting example because the same pattern is being followed in the U.S. No new lines are being built; instead, routes which date back to the 19th century are being modernized and upgraded. And high-speed trains are operating in a mix with slower conventional and commuter trains as well as freight trains.

All of this hasn't happened overnight. On some principal routes, 100mph schedules were in effect ten years ago. Upgrading has been done on a planned incremental rather than crash basis. Speeds rose to a maximum 125mph a couple of years ago with the introduction of Intercity 125 equipment. These are similar in concept to Amtrak's Turboliners--fixed consists with a power car on either end. They are commonly called HST's (High Speed Train). True, they have the disadvantage of fixed consists, but British Rail generally arranges schedules to avoid chronic overcrowding.

Still to come are the APT's (Advanced Passenger Train). A few were to have entered service by now--but there have been some last minute technical problems. The APT is the electrified counterpart of the HST. It will operate at speeds up to 150mph (recall that the Metroliners were designed for 160mph speeds in the 1960's, but reality never allowed it). APT's should be running this fall on the west coast route between London and Glasgow.





HST

HST's first started running between London and Bristol, 113 miles due west. Service has been expanded to other cities in that general area and more recently all the way to Penzance, at 300 miles on the most southwesterly tip of England. There is frequent service on the east coast route between London and Edinburgh (393 miles) as well as several cities in north central England, reached by branching off the east coast route. Not all sections of these lines are operated at 125 or even 100mph speeds either because of curves or because they haven't been upgraded yet. Still, HST's can improve existing schedules because of their fast acceleration.

As with British trains in general, HST equipment has two classes of service. First class features 2-and-1 facing seats with a table between. The main difference in second class is 2-and-2 seating. First class passengers don't get at-your-seat service as they do in U.S. club or parlor cars. But you are almost sure to get a seat even at heavy travel times.

Even second class fares are high by American standards. There are some special tickets available for unlimited travel in various areas. And of course, unlimited travel system passes are available to foreigners.

One thing you won't find at a BR station is a computer terminal. Since there's so much service from which to choose and since so much travel is centered in and out of London, the lack of a computerized reservation system isn't as big a handicap as it would be in the U.S. or even Canada. It does cost extra to make a seat reservation on an HST. It's recommended only on a few runs.

My most intensive and most anticipated round of high-speed operations was the so-called circle trip. This involved a morning departure from London on an HST for Edinburgh, a brief shuttle run from there to Glasgow, followed by a change of stations, then a 100mph run on conventional equipment back to London on the west coast line. That's a total distance of more than 800 miles. Scheduled travel time (minus the layovers) is less than 11 hours.

It's just about the same as a New York-Savannah trip on the PALMETTO. The fastest schedule of the Amtrak train thus far (since slowed because of corridor work) was about 4 hours longer. Of course, the PALMETTO does make more stops--and requires an engine change.

Departure from London was aboard the famous FLYING SCOTSMAN at 10am. As an HST, it's not much different than most any other HST train--just as one Amfleet consist is similar to another. The SCOTSMAN does have the fewest stops and fastest schedule on the run. With only a brief pause at Newcastle, the train covers the 393 miles in 4 hours, 37 minutes.

Departure was right on the advertised. We quickly picked up speed and covered the first 32 miles in 20 minutes. That's a feat that won't be equalled on the similar distance between New York and Croton-Harmon when track upgrading is complete in New York State. We clocked a full 105 miles in the first hour. Not a bad average. The SCOTSMAN is supposed to leave Newcastle exactly three hours after the London departure. We were several minutes late due to a couple of minor delays, including a bit of track work. (The heaviest track work in England is done on Sundays when special slower schedules are in effect.) There are more curves and slower running north of Newcastle. We slid into Edinburgh Waverly at 2:50pm--13 minutes late. Still a solid 80mph average for the trip.

The hourly shuttle between Edinburgh and Glasgow was a push-pull operation with good Inter-City equipment, but a schedule that couldn't be considered high speed. Fastest runs over the 47 miles are carded at 60mph averages. Still, that is an improvement during the past ten years.

The final 400 miles of the day were covered aboard the 5:30pm express from Glasgow to London. A modern electric engine was trailed by a string of rather new Inter-City coaches. Interiors are similar to but not quite as nice as the HST's. Two-and-one seating with tables between for first class, 2-and-2 seating in second class. The Mark series coaches might be considered a sort of English Amfleet. They look a lot different, of course, but they form the backbone of the better long-distance trains.

The grades over a couple of modest mountains were impressive on this all-electric run. They were quite a sight and quite a challenge in the age of steam. These modern electrics take them almost as if they weren't there at all.

Our train was right on the money for the first 250 miles or so and the first three stops. We covered the distance in less than 3½ hours with the 100mph limit. Then a series of minor delays caused us to fall behind and ease into London Euston 20 minutes late. It was still only a couple of minutes past 11pm.

The ride had been quite smooth and quiet on both the HST and conventional equip-

ment. Especially on the HST's you have to watch the mileposts and your watch to realize fully that you're covering more than two miles per minute.

It should also be noted that BR schedules are less padded that most Amtrak offerings; lose more than a relatively few minutes and you won't gain them back.

Another complete day was devoted to the Bristol HST route. The idea was to ride a maximum number of trains, making various combinations of stops, in order to evaluate performance. What was found included fast running, schedule reliability and good patronage. One late afternoon run reached downtown Bristol in 67 minutes, a distance of 112 miles, for an overall average of 100mph. Not one of seven trains checked (all but one had HST equipment) was more than a few minutes late.

Two types of food service are available on HST's. All have buffet cars--the British equivalent of Amcafes. The standard consists also include restaurant cars, but these aren't operational on all runs. Sit-down meals are served in the "proper" way with all the trimmings. They typically cost more than an Amtrak dining car meal. People who complain about Amcafe food probably won't be very enthusiastic about BR snack items. The cost is moderate--sandwiches are lower-priced than on Amtrak but are also more basic. BR buffets also lack the heated items available on Amtrak.

Most of this probably sounds good--and it is. That doesn't mean that you won't hear complaints from rail supporters. And it doesn't mean that there aren't some lightly-used branch line services that would probably be dropped except for political considerations. But the primary purpose here is to evaluate the state of BR's high-speed operations.

A lot of money has been invested in track and equipment over a period of years, and the results are showing. In the next couple of years we should be able to enjoy a similar kind of thing in the Corridor and in New York State. (New York seems quite serious about sharp cuts in NY-Buffalo travel times.) British passengers have responded to the improved service. The evidence suggests that the same will be true on this side of the Atlantic.

SUMMARY OF AUG 3 SCHEDULE CHANGES

In addition to the August timetable changes reported on page 3, here is a summary of schedule alterations in effect as of Aug 3:

The quarterly adjustment for NE Corridor trackwork will result in minor changes to most train times except for departures southbound from New York and northbound from Washington. Most southbound departures from Boston will be earlier. Three Harrisburg trains--42, 602 and 604--will operate earlier. The ADIRONDACK operates 45 minutes earlier from New York and 2hrs, 10mins later from Montreal, leaving New York at 8:45am and arriving Montreal at 5:47pm, and leaving Montreal at 11:25am and reaching New York at 9pm. The Empire Service in New York State will have changes as reported in our last issue, p.16. The MONTREALER will have minor schedule adjustments between Washington and New York. There are minor adjustments also to the Florida trains and the CRESCENT between New York and Washington. The COLONIAL leaves Boston at 7:25am and arrives there northbound at 8:36pm. There are minor adjustments to the BROADWAY LIMITED schedule east of Harrisburg. The CARDINAL begins a stop at Hamilton OH, the westbound train at 12:35pm and the eastbound at 5:29pm. On a date to be announced, the SHENANDOAH will add a stop at Loveland OH, at 8:15am westbound and 6:49pm eastbound. Chicago-St. Louis trains, including the INTER-AMERICAN, will begin serving Lincoln IL, a station which also serves Decatur.

Starting on Sep 15, the EMPIRE BUILDER will revert to tri-weekly operation.

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DOING THE NORTH JERSEY COAST LINE SHUFFLE

by Robert Underwood

On Monday, June 2 I found myself in a leg rest Amcoach on train 141, the BANKERS, enroute from Springfield, Mass. to New York City. Before boarding, I purchased from the agent an "RE 30" ticket (30-day round trip not good 11am to midnight Friday or Sunday). The trip was uneventful and on time.

From Penn Station in New York I walked to 33rd Street and took PATH to Hoboken for a look see at my old stomping grounds; then back onto PATH to Newark, where I bought a one-way to Bay Head Junction. Train 3307, due to leave at noon, was announced shortly before its arrival from New York. Due to rehabilitation of the drawbridge at Morgan below South Amboy, this and the two earlier trains run m-u equipment from New York to South Amboy, where everyone including train drew boards buses to Matawan, where a set of five coaches with E8 engine on each end runs down to Bay Head. On this particular trip, the m-u consisted of the latest state-owned cars, those purchased for use on the Lackawanna once the electric system is changed over. Departure from Newark was 12:01--one minute late, and arrival in South Amboy was 12:32, two late. There were five Campus Bus Line buses to shuttle us to Matawan. The Monmouth Park Racetrack crowd had their own buses direct to the track.

We left South Amboy at 12:36 and arrived at Matawan at 12:53. Enroute, we crossed the tracks on a bridge just north of the Morgan draw, and we could see the flashes from cutting torches on the draw span.

Due to leave Matawan at 1:04pm, the train didn't pull into the station until 1:05. Before its arrival, the Matawan agent/operator gave the seashore weather forecast and warned passengers not to board until the train came to a complete stop. We departed Matawan at 1:12, eight minutes late. The next stop, Middletown, was reached only one minute late! It was a nice ride in a cool air conditioned coach with clean windows on a hot and humid day. We lost some time along the way but were never more than eight minutes late, and Bay Head was reached at 2:25--six minutes late. Here my mother met me.

The following day I was dropped off at Spring Lake to catch train 3326 at 2:16. This and the two previous trains are shuttles to Matawan. All other trains operate across the bridge as one track at a time is rebuilt.

The North Jersey Coast Line stations have p.a. systems to advise passengers of unusual operating conditions, but I heard no announcement today. The train arrived about 10 minutes late on the southbound track, and ten of us had to walk around to the other side. This would be the case at most stations to Red Bank, where we departed 33 minutes late. After crossing the Navasink River, we crossed over to the northbound track for the rest of the trip to Matawan. We arrived at Matawan at 3:35pm, 31 minutes late. Here the agent/operator announced that this train would accept no passengers, that the southbound train was by Morgan and would soon arrive.

Sure enough, train 5309 was soon blowing for the crossing. I had bought a cash fare from Spring Lake to Matawan with the intent of photographing the southbound rush hour here. This would not be, however, as severe thunderstorms hit the area. Soon the rain was blowing by horizontally! The equipment I rode up on deadheaded south thru the downpour, a newly-painted New Jersey Transit E8 leading. The time was now 3:57.

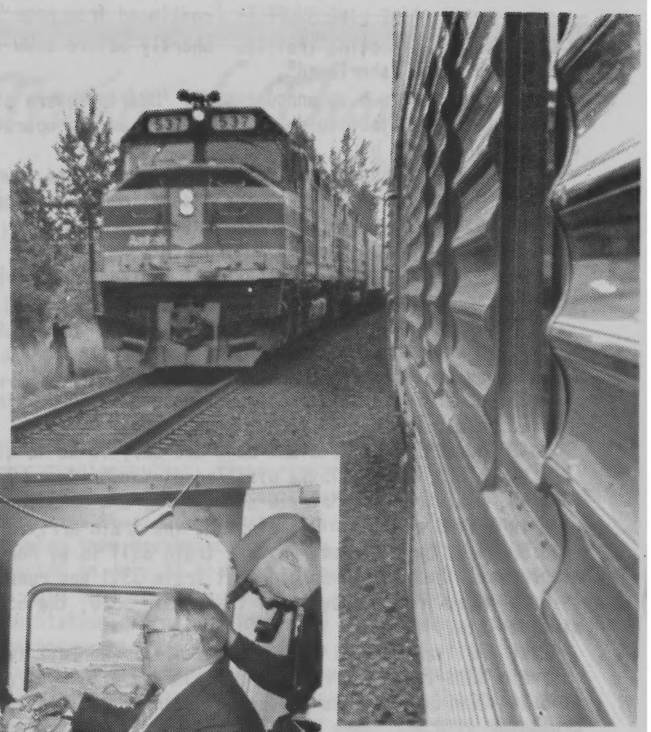
During the storm the lights went out four times for 30- to 60-second intervals, and the operator's radio had a lot of static. The telephone also went out. The crossing gate circuitry must have shorted from the rain, as the gates went down and stayed down. The operator remarked, "That happens all the time." For the next 2½ hours at least, everyone drove around the lowered gates, and at one point

(continued on page 12)

RAIL NEWS IN PICTURES

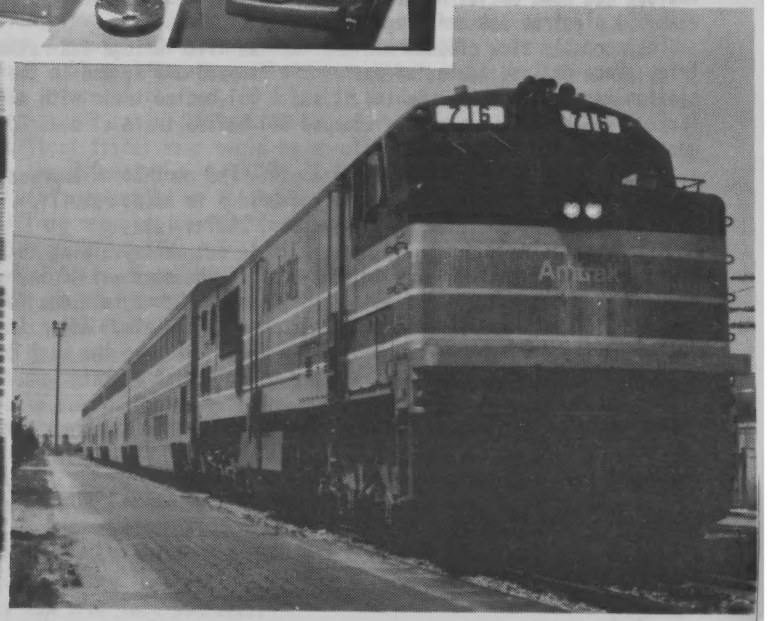
(Above:) To mark the takeover of the San Francisco-San Jose rail commute line by the state of California, a special SP train ran the route on July 7. SP car "Airslie" seen here was used, and dignitaries Adriana Gianturco (director of transportation), SP chairman B.F. Biaggini, and Gov. Edmund Brown Jr. are on the platform to address visitors at San Francisco. Photo by Jack Ferry. (Below:) The small and the large of Amtrak. Amdinette joins electrified ex-Santa Fe Hi-level transition car in hybrid consist of inaugural WILLAMETTE VALLEY (also similarly in Superliner SF ZEPHYR consists). Photo by RTN.

(Right:) Northbound COAST STARLIGHT meets inaugural WILLAMETTE VALLEY waiting in siding (story next issue). (Inset:) Engineer handles controls of AEM-7 electric loco on recent inaugural run in NE Corridor (Pete Bretz photo). (Lower:) The SHAWNEE is listed as an Amfleet run, but on June 12 it was sporting Superliner cars southbound at Carbondale, led by GE P30 diesel 716.



RTN photo.

Jack Ferry photo.



NORTH JERSEY COAST LINE SHUFFLE (continued from page 9)

a commuter was directing traffic. Shortly before 6:00 I noticed that one gate had been hit and "shortened".

At 4:10pm came a p.a. announcement: "Due to severe storms in the area, all trains will be subject to delay." I heard on the operator's radio that a tree is down somewhere.

4:28: p.a. announcement: Train delays and a tree down.

4:31, p.a.: Tree is down on the tracks in the Woodbridge area.

4:40, p.a.: The tree and a dead engine.

4:54, p.a.: Nothing new in this report.

5:00, p.a.: All train service is at a standstill. (By this time the ran had stopped, so I walked around a bit.

5:20, p.a.: Train 5313 (due at 5:16) will run ahead of 3311. (3300-series trains are ex-Pennsy to and from New York, while 5300's are ex-CNJ and are diesel all the way to and from Newark.

5:25, p.a.: Train 5313 is now moving and is 30-35 minutes late.

5:28, p.a.: Train 3311 is one hour late.

5:42, p.a.: Trains 3315 and 3317 are only 10 to 15 minutes late.

5:44, p.a.: Train 3315 is disabled at Woodbridge. 3317 is 10-15 minutes late.

5:45, p.a. from the Matawan agent/op: Train 5313 is by Morgan and should be here in 5 to 8 minutes. Due at 5:16, the train arrived at 5:56.

5:58, p.a. by the agent/op that train 3311 is by Morgan. Right after this announcement, the p.a. announced that train 3311 was running 90 minutes late.

6:08, p.a. from the agent/op that train 5328, the 6:04 to Newark, is about 7 minutes late.

Train 3311 arrived at 6:11 (due at 4:43) and left two minutes later.

Train 5328 finally arrived and I boarded with weveral others. The train left at 6:26, 22mins late. We proceeded north at restricted speed and stopped at a crossover at 6:32. Here we sat while four southbound trains went by at 6:51, 7:07, 7:17, and 7:25. One train had an ex-Southern E8 diesel still in SR colors but with the name painted out and the unit renumbered.

We departed at 7:27 and crossed the Morgan Trestle at 7:30. The southbound rails have been removed completely. We arrived South Amboy at 7:32, due at 6:11. The sun had come out at Morgan Creek. As we left South Amboy, a southbound train with GG1 electric was arriving for an engine change.

The normally slow ride across the Raritan River Bridge was rather quick this trip. Once on land again, we passed two stopped m-u's, and in the Perth Amboy station was a CNJ train. Behind it was a GG1-hauled train with an m-u behind it. Then at Woodbridge we passed a stopped GG1-hauled train at Wood Tower. An m-u was stuck behind it.

At 8:04 we were passing thru Elizabeth. The northbound express track on the bridge over the CNJ was removed, as the bridge is being rebuilt. The train arrived Newark on track 2 at 8:10, one hour, 26mins late.

I took PATH to New York and had a bite to eat while walking to Penn Station. Train 60, the MONTREALER, due to arrived from the south at 10:34, was reported an hour late. Later an announcement said it was 1½ hours late due to severe storms.

The MONTREALER finally arrived at 12:30am, 1:57 late. After further delays in cutting off the "corridor coaches" and a short delay in the East River Tunnel, we were under way. We stopped at Stamford at 2:06am, 2:31 late, and Bridgeport at 2:36.

I slept thru New Haven, Meriden, Berlin and Hartford. The conductor woke me as we were arriving Springfield at 4:32--2:32 late. I caught the 5am local bus home, the first one of the morning.

(The consist of train 60 was E60 engine 960, sleeper 2990 "Joseph V. MacDonald, slumbercoach 2085, Amdinette 20201, Amlounge 20112, and Amcoaches 21804, 21861 and 21850. My unreserved reduced-rate ticket was accepted with no questions asked for this all-reserved train.)

Mixed Train of Thoughts

THE ANN RUTLEDGE will get a companion on its Kansas City-St. Louis route on Oct 26, according to a July 7 announcement by Senator Thomas Eagleton. Amtrak reportedly has agreed to the second train, to be called the MISSOURI MULE, and is negotiating with Missouri Pacific to operate the service. The new train, like the ANN RUTLEDGE, will be a 403-B state-supported operation. Amtrak said that patronage on the route has increased 52% between Oct 1979, when the ANN RUTLEDGE began running in place of the discontinued NATIONAL LIMITED, and March 1980. The new train will permit one-day roundtrips between the end point cities.....

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RELOCATION OF TRACKS and passenger facilities in Providence RI would threaten the safety of passengers, inconvenience them, discourage ridership on trains and buses, and waste taxpayer dollars. Ross Capon, Executive Director of the National Association of RR Passengers, made these charges at a briefing at Providence station on July 22. Capon traveled from Washington by train to urge Providence residents to attend a public hearing on July 23 to speak in opposition to the proposed "rail relocation" plan. He said that the transportation center which results from the close proximity of Union Station, local and intercity bus services, and the downtown, is "a priceless resource which makes Providence the envy of many other cities, some of which have spent or will spend sizable sums to creat what Providence seeks to destroy." NARP said that the $47.1 million cost of the relocation project with highway improvements is $32.9 million higher than the cost of completing the NE Corridor Improvement Project for rail passengers. Rail relocation would forever prevent the re-establishment of rail service to the East Bay, NARP pointed out.....

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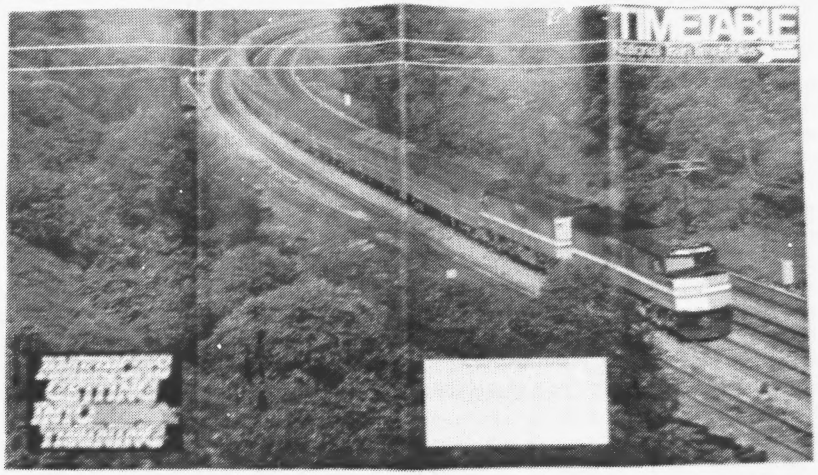
THE PEORIA TRAIN, scheduled to begin operation on Aug 10 (see page 3), will actually be running into East Peoria IL--the station is located in the 1000 block of East Washington Street. The train, the PRAIRIE MARKSMAN, will use two 84-seat Amcoaches and a 53-seat Amcafe, pulled by an F40 locomotive, Amtrak said. There will be one intermediate stop, at Joliet IL. The new service is the state of Illinois' fifth 403-B train. Amtrak said that the state's share of running the train in the first fiscal year would be about $295,000. The train, of course, replaces the defunct PEORIA ROCKET of the bankrupt Rock Island. The new train, however, will run partly on the tracks of the Toledo, Peoria and Western Railroad, a line long promoted as the "Route of the PRAIRIE MARKSMAN".....

THE AMTRAK ADIRONDACK, which gets a schedule change Aug 3 (see p. 8), also changes from Turboliner to Amfleet equipment at that time. Regular RTN readers are already familiar with the disagreement over state funding of the train; the funding finally as permitted to continue, but reductions in Amtrak service in the state had to be made as part of the agreement. Said Amtrak, "Since New York will not participate in funding the NY-Albany portion of the train, Amtrak will be required to make some adjustments to the level of service between those two cities. As a result, the ADIRONDACK will operate as a combined train with the NIAGARA RAINBOW to Albany. There, the two trains will split and the RAINBOW will continue to Niagara Falls with the ADIRONDACK operating on its present route to MONTREAL. There will be no reduction in the level of service available on the train." Amtrak said it considers the ADIRONDACK to be "among the better performing state-subsidized trains in its system. The train began operation in August 1974 at the request of New York State, and it now carries over 11,500 riders per month, up nearly 15% from last year.....

THE SOUTHERN PACIFIC, in conjunction with Caltrans, ran a special train on the San Francisco commute line on July 7 to mark the handover of the service to the state (see photo, p. 10). The train left San Francisco just before noon, after speeches and ceremonies. There were stops in San Mateo and San Jose, and the special returned to San Francisco about 3:10. Caltrans Adriana Gianturco rode in the engine from Bayshore to San Francisco on the return. Consist of the train was (all SP equipment): engines 3209 & 3201; diner 290, lounge 291, coach 293 (ex-SHASTA DAYLIGHT car), SP business car 100 "Airslie".....

SAN FRANCISCO ZEPHYR got its first Superliner consist when a train of the new cars left Chicago on July 7. They went into operation without fanfare; the changeover to Superliners was originally scheduled for later in the summer, but Amtrak decided to start phasing them in early to replace problem equipment on the train. We'd planned to have photos of the first train for you this issue, but our negatives were accidentally destroyed in processing (first time that's ever happened to us!). A second Superliner consist on the train left Chicago on July 28.....



AMTRAK'S NEW TIMETABLE dated Aug 3-Oct 25 again carries a full-color cover (see photo above). Unusual this time, however, is the fact that the photo covers the entire width of the timetable cover when it is folded open twice. The photo is of the BROADWAY LIMITED, taken about 10 miles east of Johnstown PA. It shows one of the newly-electrified consists of the train, and an Amfleet car can be observed in the middle of the train. The quantity printed is not given with this systemwide timetable. The usual president's message is also omitted because of the large size of the cover photo.....

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AMTRAK AEM-7 LOCOMOTIVE #900 is still being tested at the DOT test grounds at Pueblo CO, being run 250,000 miles with three Amfleet cars in two, laden with weights to simulate the weight of passengers. About 50,000 miles have ticked off so far.....

CANADIAN NATIONAL'S HISTORIC station at St. Mary's Junction has been offered by the railway on a lease basis to the local Heritage St. Mary's group with the stipulation that it be preserved for historical uses only. The station is located at the junction of CN's Thorndale and Forest Subdivisions near St. Mary's. The unused deteriorating building has become a candidate for demolition. Built in 1859, it is a former Grand Trunk station and has been designated as a building of national significance by both Parks Canada and the Ontario Heritage Foundation. It was in this station that a teen-aged Thomas Edison worked as a night operator.....

SENATOR WARREN MAGNUSON rode in a whistlestop campaign train from Seattle to Pasco WA on July 13.....

EUROPEAN RAIL DISASTERS: The Central train station in Bologna, Italy had one wing demolished by a powerful bomb blast believed set by terrorists, on Aug 2. Over 80 people were killed, according to early reports, including two American tourists. And on Aug 1 an Irish train heading from Dublin to Cork derailed at a faulty switch, killing at least 17 passengers and injuring about 40. It was the worst train disaster in history in Ireland.....

OKLAHOMA PASSENGER RAIL Association reports that the Amtrak feasibility study of the proposed Oklahoma City-Tulsa-Springfield-St. Louis route is finished, and it finds that a day train on the route would have an annual operating cost of $5,112,000, while a night train would run $6,549,000. OPRA is encouraged by these findings, as they are similar to those from the feasibility study of the ANN RUTLEDGE which has proved successful. A Missouri group called "Missouri Proponents for Amtrak" (1925 S. Sagamont, Springfield MO 65807) has gathered 54,790 signatures on a petition urging the start of Amtrak service on the "Indian Nations Route" (St. Louis-Oklahoma City).....

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CALIFORNIA'S TRANSPORTATION DIRECTOR has recommended that the California Transportation Commission allocate $1,153,190 to design or construct five intermodal transportation terminals in Sacramento, Modesto, Santa Ana, San Diego and Universal City. These would provide for convenient transfer of passengers between modes, including passenger rail (in some cases), local transit, intercity buses, taxis, bicycles and private autos.....

CHICAGO UNION STATION was the scene of a spectacular fire on July 26. One person, a Conrail employee, was killed and 11 people were injured. There were actually two fires--the first in a storage area under the closed Gold Lion restaurant on the main floor. The fire was believed extinguished, but it flared up again at noon, this time in the restaurant itself and turned into a major conflagration. Train service was not significantly disrupted, but an Amtrak commissary and crew room in the basement of the building were destroyed and computer terminals were out of roder for a time. The set of a film, "Somebody up there can get killed", was also destroyed. The film had been shot in the station, and the set was left standing. The Gold Lion restaurant was a venerable Fred Harvey establishment that has been closed for some time.....

WASHINGTON UNION STATION should be developed as a successful multi-use commercial complex featuring shops, restaurants, and entertainment, integrated with a rail passenger terminal and the current National Visitor Center, Amtrak officials said on July 8. Amtrak President Boyd said that Amtrak officials had reviewed a recent study prepared by the Urban Land Institute which affirmed this type of usage. Amtrak plans to work with Congress and Federal agencies to obtain federal financing to restore the station, to work for assigning responsibility to a single agency for overseeing the renovation, and contracting with a private developer-manager to design and implement a commercial development plan. Amtrak also said it wants to bring the tracks closer to the station entrance and to improve the services within the building.....

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THE AMTRAK CRESCENT got its first set of electrified cars ("Heritage Fleet" cars, as Amtrak now calls them) on the train that left New York on July 22. Consist of train 19 that date was: engines 256, 286; cars 1206, 1611, 4737, 4718, 4707, 4725, 4726, 4705, 3106, 8510, 2890, 2431, 2892, SR 5 and SR 2 (the last two being Southern Railway business cars). Amtrak got the cars on the train 2 months ahead of schedule by borrowing cars from the BROADWAY LIMITED pool and using three cars just out of the Beech Grove shops. Notes on this consist, courtesy of Erich Houchens: The above cars are all "assigned" to the BROADWAY pool. Car 3106 is the first of 7 (3106-3112) lounge cars rebuilt fro the BRUADWAY from the old 8101-7

series. Diner 8510 is the last diner from the old 8045-55 series rebuilt for the LAKE SHORE and BROADWAY. Sleeper 2431 is the first of its kind to come out of Beech Grove in the 2430-2465 series. Rebuilt from a 10/6 sleeper, this car has 9 roomettes, 6 bedrooms and one handicap room which takes up the space formerly occupied by roomette 10 and the porter's room. To create this room, Amtrak knocked out the wall between roomette 10 and the porter's room and moved the toilet to the vestibule end of the porter's room. The room has a sliding door that will accommodate a wheel chair. Across the aisle from the room, the public toilet has been removed and the space used to store a wheel chair and baggage.....

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TRAILWAYS BUS COMPANY and Amtrak signed an interline agreement on July 25, by the terms of which the two carriers will honor each other's tickets. Amtrak already had a similar agreement with Greyhound. Passengers can now buy thru tickets in a single transaction from either carrier. Amtrak said the service will be available in over 100 selected Trailways stations.....

THE SOUTHBOUND CRESCENT on July 1 terminated and was turned to become the northbound train of July 2 at Meridian MS because of an SR freight derailment south of Meridian. Passengers were bused between Meridian and New Orleans. On July 3 the southbound CRESCENT backed from the wye to New Orleans terminal to unload passengers, and the three locomotives and first 4 cars derailed. The derailed equipment was: engines 257, 441 & 472; cars 1021 mail/express, 1406 bag/dorm, sleepers 2853 "Pacolet River" and 2866 "St. Johns River". No injuries were reported. The first electrified CRESCENT consist was reported on time in arriving at New Orleans on July 23.....

Amtrak's Broadway Limited Makes You A Star!

THE ADJOINING GRAPHICS are from Amtrak's current promotional material for the BROADWAY LIMITED. Says Amtrak, "You'll be given the royal treatment aboard the BROADWAY. Amtrak's dedicated crew will show you just how gracious long-distance train travel can really be... So if you want to feel like a 'King' or 'Queen', the BROADWAY LIMITED is the way to go!" (This is from the new systemwide timetable. Elsewhere Amtrak speaks of "sovereign service" aboard the train.....

AMTRAK WILL DISCONTINUE, evidently (we haven't been able to doublecheck this with Amtrak before going to press) its thru transcontinental service via the SUNSET and CRESCENT. This would appear necessary because the electrified sleepers going onto the CRESCENT are incompatible with the steam-heated equipment of the SUNSET LIMITED. Speaking of the SUNSET, Citizens for Rail California told Amtrak in mid-July that it wants a new day train between Los Angeles and Phoenix/Tucson, giving it a higher priority even than a daily SUNSET LIMITED. CRC suggested a train leaving L.A. at 9am to arrive in Phoenix at 5:15pm and Tucson at 7:30pm. Westbound, it would leave Tucson at 8am, Phoenix at 10:15am and reach L.A. 6:30pm.....

A PUBLIC HEARING on the San Francisco-San Jose CA commute line will be held by Caltrans on Aug 28 at 1:30pm at 150 Oak St, Room 22, San Francisco.....

CHESSIE SYSTEM RAILROADS will run a series of steam passenger excursions starting Sep 13 as a major effort to combat rail-highway grade crossing accidents. The train will be called "Chessie's Safety Express" and will take 20 trips thru Maryland, Pennsylvania, Virginia, West Virginia, Kentucky and Ohio. Locomotive 614 will power the trains. We will try to publish the full schedule next issue.....

CORRECTION: The date on President Carter's quote on our rear cover should be 1980, putting RTN officially 9 years ahead of its time.....

QUOTES OF THE WEEK ***

"I kept phoning VIA Rail passenger information service for three hours, intermittently, recently and I got nothing but a busy signal, not even a tape which says 'All our lines are busy'. Is there anything that can be done about this kind of public service? After reducing passenger service to a travesty of what it should be, it seems we have come to the point where the railroads won't even answer the phone."

--Letter to Toronto Star May 12 from James Mangan of Scarborough.

CORRECTION: One sentence was omitted from the letter by John Morris on page 2. It indicated that the extended ties on the line carried the third rail for the electrified passenger service.

CARS & CONSISTS

*SAN FRANCISCO ZEPHYR, train 5, Oakland July 9 (first run of Superliner cars): engines 317, 319 (F40s); cars 1235 baggage, 20233 Amdinette, 39904 coach-dorm transition car, Superliners 31010 & 31023 bag-coach, coaches 34035, 34065, 34024, diner 38020, slprs 32008, 32006, coach-dorm transition car 39906, 2 baggage cars numbers unknown. Train 6, same, July 16: engines 319, 317; cars 1258, 20201 Amdinette, 39904, 31010, 31023, 34035, 34036, 34045, 38020, 32008, 32006, 39929 coach-dorm transition car. Train 5, same: engines SP 9356 (SD45T2), 625, 626; cars 1093, 1553, 2658 "Silver Dale", 2674 "Silver Channel", 2255 "Star Vale", 8092, 3302, 5414, 5602, dome 9470, 5258, dome 9465, 4890. Same, Truckee July 13: engines 621, 623; cars 1233, 1532, 2815 "Otter River", 2724 "Pine Leaf", 2256 "Star View", 8097, 3371, 5668, 5269, dome 9482, 5407, dome 9458 "Silver Brand", 5468, 1187. (Sleepers at front for better cooling.)

*COAST STARLIGHT, train 11, San Jose July 20: engines Cotton Belt 9396, 530, 500; cars 1237, 1517, 5430, 5680, dome 9476, 5290 (SR), 8331, dome 9478, 4510, 4505, 4532, 4525, dome 9354, 8040, 2214 "Indian Lake", 2671 "Silver Plateau", deadheads 2652 "Silver Butte", 2941 "Pacific Waters". Same, July 5: engines 500, 573; cars 1217, 1500, 5681, 5433, 5293 (SR), dome 9471, 8034, 5424, 4525, 4512, 4483, dome 9362 "Mountain View", 8033, 2656 "Silver Crag", 2264 "Pacific Meadow".

*BROADWAY LIMITED, train 41, Philadelphia July 6: engines 264, 263; cars 1161, 1225, 1223, 1612, 2888, 2083, 4708, 4720, 4727, 4721, 4703, 20139, 8507, 3102, 4717, 4725, 4733, 2889, Budd SPV-2000 deadhead Phila-Detroit.

*PENNSYLVANIAN, train 47, Pittsburgh July 12: engine 272 (F40); cars 22901 Amcoach-sleeper, 20005 Amcafe, 21023 Amcoach.

*NORTH STAR, train 9, St. Paul July 5: engine 294; cars 1166, 2991 "Beatrice V. MacDonald", 8508, 21828, 21206, deadhead 21192 St. Paul-Duluth.

*PIONEER, train 25, Salt Lake City July 7: engine 217; cars 21840, 21845, 20212 Amdinette, 2995 "Pine Brook", 1295 (on at Ogden).

*LAKE SHORE LIMITED, train 449, Pittsfield MA June 21: engines 200, 310, 298; cars 1222, 20004 (deadheads from 449 of Jun 20), 20004 Amcafe, 20207 Amdinette, 4622, 4602, 4619, 4617, 2984 "Pine King", 1350. Same, July 10: engine 206; cars 20033 Amcafe, 4715, 4614, 4620, 4621, 2889, 3105 deadhead, 1352.

* Former Amtrak car 3232 "Sun View" is now sitting in front of the Wolfeborough RR station in Wolfeborough NH and may be used on the RR's regular daily trains.

RAIL FANTRIPS

One Rail Fantrips listing is free. To be sure of entry in time, send full info at least 4 weeks before event. Be sure to address letter as follows: RAIL TRAVEL NEWS, Fantrips Dept, PO Box 9007, Berkeley CA 94709.

Aug 9 & 10: Dixie Limited--2 steam excursion trains Richmond-Keysville VA RT. SR engine 722, open-window & A/C cars, refreshment car, fried chicken picnic.* $22, kids $18.50. Old Dominion Chap, NRHS, Box 8583, Richmond VA 23226. *$3.50

Aug 10: Muni Railway Streetcar #1 trip 12:30-5pm. Over all San Francisco surface lines in service. 1912 car newly rebuilt after accident. $19.80. Bay Area Elec. RR Ass'n, c/o Neil Lang, 811 York #201, Oakland CA 94610. 444-4714.

Aug 30-Sep 1: circle tour from East to Chicago on LAKE SHORE LTD & BROADWAY LTD. Full day in Chicago, overnite at Ramada Inn. Request fares & info: Rochester Chap, NRHS, Trip Committee, PO Box 664, Rochester NY 14602. 716-461-3468.

Sep 21, 25, 27: departures for 24-day Canadian Color Holiday, escorted tour across Canada--air, rail, bus, ship. $2150.00 and up incl. everything & most meals. Great Western Tours, 639 Market St., Suite 900, San Francisco CA 94105.

EXPRESS ADS

DELAWARE VALLEY RAILS, the complete railroad and rail transit guide to the Philadelphia region's 15 counties, is again available. 192 pages of facts, rosters, maps, and photos, plus an update sheet. $11.50 (Pennsylvanians, add 69¢ tax), $12.50 outside U.S. John R. Pawson, Box 411, Willow Grove, PA 19090.

RAILFAN'S COLLECTION FOR CASH: many paper items too numerous to list, IC brass locks, CP car knocker's hammer, headrest covers, more. Write to Mrs. E. Wallis, 38 Linlake Dr., St. Catharines, Ontario, CANADA, L2N 2M3; 416-934-8062 after 7pm

TRANSPORT 2000 CANADA has moved! Visit us at 22 Metcalfe St., (Fourth Floor), Ottawa, and see the Peace Tower from close up. New mailing address too: C.P. 858, Station "B", Ottawa, Ont., K1P 5P9.

TRANS ACTION: Quarterly rail and transit journal, $10 per year. NARP members $5. C.P. 858, Station "B", Ottawa, Ont., K1P 5P9.

QUEBEC CITY: Hotel St-Louis, Levis, 15 seconds walk from VIA's OCEAN & ST-LAURENT, and 10 minutes from downtown Quebec City by ferry. Older structure, good meals, $14 per night, reserve: 137 rue Commerciale, LEVIS, tel: 418-837-0071. (Courtesy Transport 2000.)

MONTREAL: Hotel International is 30 seconds walk from VIA Rail DORVAL Station and CP Rail Commuter Station, and six blocks from Dorval Airport. Reserve: 514-631-4811. (Courtesy Transport 2000).

SLIDES: Am thinning my 16,000 original slide collection of 25 years. $1.00 brings 2 samples ppd. and ordering instructions. Psgr, frt., all roads. Evans, 7236 S. Roland, Normandy MO 63121. Going cheap & fast!

TIMETABLES BY SUBSCRIPTION - Receive the latest Amtrak timetable and every supplement issued during the next twelve months. Notice of revisions and regional updates sent as they occur. For twelve-month subscription send five dollars to: Train Time, P.O. Box 8090, Chicago IL 60680.

RTN ADVERTISING RATES: Express Ads $1 per line of 80 spaces. Display ads: only $1.25 per square inch. RAIL TRAVEL NEWS, Box 9007, Berkeley CA 94709.

BACK ISSUES

The full year 1979 is now available--Volume 9, 15 issues of RTN all in one parcel for just $5.50 postpd, no tax. Also: 1978 $5.50; 1977 (22 issues) $7. RTN, PO Box 9007, Berkeley CA 94709.

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DINING CAR DISHES, glasses, silver, cloth. Timetables, guides, stationery, rules, metal & Pullman items, annual reports from 30 railroads. Long stamped envelope brings list. J. McClellan, 1752 S. Wichita, Wichita, Kan. 67213. Will buy items.

YOU'RE INVITED--MEXICO RAILFAN FUN-TRAIN--January 15-29, 1981--5834 kilometers on NATIONAL & SURESTE RAILWAYS--Merida & narrow gauge train ride--TRIP OF A THOUSAND WONDERS (4.1% grades)--Private cars SOONERLAND & MISTLETOE--ride on locomotives. Trip starts in Oklahoma (join anywhere). For full details and map, write: Howard B. Thornton, Director, Midwest Travel Service, 2936R Bella Vista, Midwest City, OK, 73110. Phone 405-732-0566.

Louis Goodwin, Col. Emory Kemler, Dr. Sydney Green, Richard S. Clover Esquire, Francis Meaney, Alan Follett, Bradford Stiles, Carl Loucks, Fred Arone, Allen Sharp, Jeffrey Asay Esquire, Robert Russell, Larry Eastwood, Edward Gardner can't all be wrong. They & 100's of others collect timetables for a hobby. All are members of the National Association of Timetable Collectors. Join now!! Only $12 for 2 regular publications & much more. Tom Coval, 21 E. Robin Rd., Holland PA 18966.

CANADIAN POSTCARDS, RAILROAD AND TRACTION, full color, top quality. For free list write today: JBC Visuals, Box 3432N, Stn. B, Fredericton, N.B. Canada E3A 5H2.

TROLLEY TRAILS THROUGH THE WEST: Vol. 7 - Northern California and Vol. 8 - Southern California $4.00 each. Back issues: Vol. 1-Yakima, 2-Seattle, 3-Portland, 4-Tacoma/Spokane, 5-Montana/Utah, 6-Western Canada $3.00 each. All moneyback guarantee. Wilson Bros. Publishers, Box 712rtn, Yakima WA 98907.

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FOR SALE: The following System Passenger Timetables, all are in mint condition. All are two dollars each for this month only. A little high? Well please remember first class postage it costs up to 45¢ each to send them to you.

Frisco	Oct	1965	Santa Fe	Fall	1965	Pennsy	April	1966
NYC	Oct	1965	WP-CZ	Oct	1967	I.C.	Oct	1965
Soo	Oct	1966	WP-CZ		1969	DL&W	Sept	1960

E-L and DL&W Package with 24-page Phoebe Snow Booklet $10.00*

* For details on DL&W-EL Package see R.T.N. issue #205

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